FAA | AVIATION NEWS

JANUARY 1965

FEDERAL AVIATION AGENCY

FAA | AVIATION NEWS

F E D E R A L A V I A T I O N A G E N C Y

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COVER

FAA publications prove useful to young Roberta Netzley as she prepares for her pilot's written examination. Pages 6-8.

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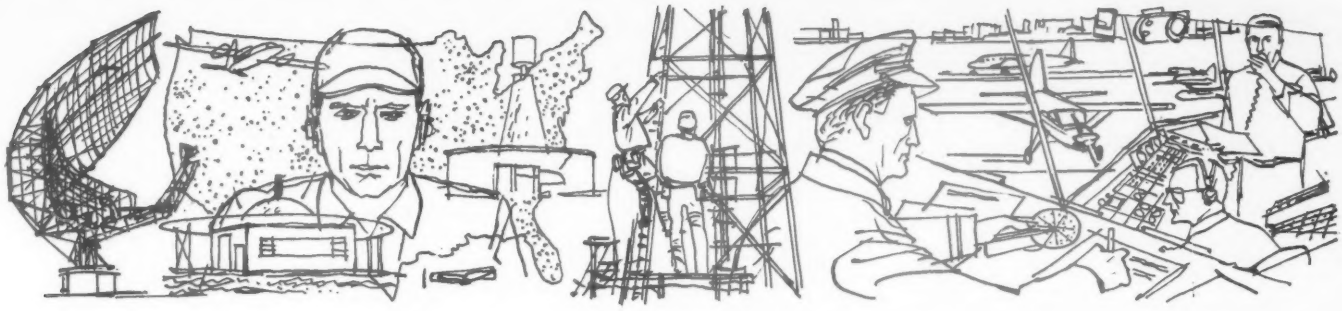


FAA ADMINISTRATOR REVIEWS CURRENT AVIATION PROBLEMS

The turbulence problem, the SST program including sonic boom, and a possible increase in aviation user charges were among the subjects reviewed by Administrator N. E. Halaby at a press conference in Washington last month.

Emphasizing that the President has made no decision on the proposed user charges and that budgetary proposals were not yet prepared, the FAA Administrator discussed the problem of recovering from civil users the cost of providing aviation services. Of the estimated $565 million it will cost to operate the domestic airways in fiscal year 1966, only about $154 million would be returned to the Government. This income is estimated at $13.8 million from a two cents per gallon tax on conventional aviation gasoline, and $140 million from a five per cent passenger tax.

Of the $565 million cost, about $161 million, or 28 per cent, is applicable to military operations. The balance of $404 million is divided between air carrier, $256 million, and general aviation, $148 million.

In addition to paying the $161 million to support military operations, the taxpayer would also be left with a bill of $250 million for civil operations—the difference between the $154 million received from aviation users and the $404 million it costs the Government, mainly the FAA, to service these users.

Mr. Halaby pointed out that while no decision has been made by the White House, there were many ways the Government could recover at least part of the $250 million deficit. For example, a tax increase in aviation gasoline from two to three cents per gallon would return to the Government an estimated $20.7 million a year in contrast to almost $14 million at present. Of this $20.7 million, $8.1 million would come from general aviation. Jet fuel, which is not now taxed, could bring in an estimated $75 million annually if it were taxed at the rate of two cents per gallon.

Also, Mr. Halaby said, funds could be raised by increasing the five per cent transportation ticket tax and by instituting license fees. He pointed out that the airplane was the only vehicle now operating, "except possibly for tricycles," that are not required to pay an operating fee. He added, "I am not proposing a license fee."

"Let's get on with a sensible solution," the Administrator said. ". . . in principle . . . any costs for the use of the airways should be in proportion to use . . . those who benefit should pay."

He emphasized his personal conviction that civil aviation should not be charged for costs attributable to military operations.

The Administrator commended a story on turbulence that appeared in a magazine last month, but expressed concern over some inaccuracies and omissions concerning actions taken by the FAA to combat the phenomenon.

Recalling that flyers have been plagued by bad weather ever since the days of the Wright brothers, Mr. Halaby recounted a number of Government actions taken to combat turbulence. One example was the mandatory requirement in 1959 for airliners to carry airborne radar so they could detect storms that were not visible on the radar screens of air traffic controllers. This has proved immensely beneficial, although radar cannot detect clear air turbulence.

Another example of effective Government action was an FAA memorandum sent to airlines in July 1962 which pointed out the aerodynamic limitations and characteristics of swept-wing aircraft at high altitudes.

Mr. Halaby told of an unreported but very helpful meeting on unexplained accidents in April 1963, with CAB, NASA, Air Line Pilots Association and Boeing representatives.

Three months later, the Agency issued a memorandum to all FAA regions directing them to review high altitude procedures with air carriers in their areas. Later that year the Agency issued an advisory circular which recommended procedures for jet pilots to follow when entering areas of severe turbulence.

The FAA also participated with—and encouraged — private individuals and groups who were working on the problem.

In the spring of 1964, FAA and NASA joined in Project TAPER (Turbulent Air Pilot Environmental Research) which involved intentional jet flights into turbulent air to collect scientific data that could be used to improve jet handling techniques.

In August 1964, the FAA awarded a contract for the purchase of temperature sensing equipment because preliminary research had indicated a possible relationship between temperature change and clear air turbulence. These devices are to be installed on U. S. jet transports flying on selected routes.

The FAA Administrator refuted a passage in the magazine article which stated that "the FAA can invoke a catch-all rule against operating an aircraft in a 'careless and reckless manner'" if "a pilot guesses wrong (during an incident involving turbulence) and his plane or passengers are hurt by rough weather."

"I can only regard it as a misunderstanding," Mr. Halaby said, explaining that there has not been a single instance of the FAA using this rule in any case involving the penetration of turbulence—and never would be under his administration unless the pilot was guilty of gross negligence.

On the SST, the Administrator said that there was nothing to add to an earlier announcement from the White House that the current contracts with the airframe and engine manufacturers were to be extended.

Emphasizing that he was not commenting on any actions the White House may take regarding the SST program, the Administrator did point out that evaluation reports about the manufacturers' proposals were on his desk.

". . . the best of these efforts show very substantial progress in the last six months in safety, economics and noise, which are three of the principal factors in judging the aircraft."

AME's DENIAL OF AIRMAN'S MEDICAL CERTIFICATE SUBJECT TO REVIEW

Determining an airman's fitness to fly is the task performed by more than 6,000 private physicans who serve as certificated Aviation Medical Examiners (AMEs) for the FAA.

Airline pilots are required to have a Class I certificate which must be renewed every six months; commercial pilots need a Class II card which is renewable annually; student and private pilots need a Class III certificate every two years.

If the pilot is found physically fit, fulfilling all the requirements of Federal Air Regulation Part 67, he is given the appropriate medical certificate.

When a pilot's medical certificate is denied because of some medical deficiency by an AME, the decision is reviewed by the Area Regional Flight Surgeon and the Chief of the Aeromedical Certification Division, Oklahoma City.

If the denial is upheld by both, a pilot can accept the decision and quit flying or take the following steps:

(1) Appeal to the Federal Air Surgeon for a review of his case.

(2) Petition the FAA Administrator for an exemption to the regulation.

(3) Appeal to the Civil Aeronautics Board if the pilot believes the standards of the Federal Air Regulations have been misapplied in his case.

(4) Bring action in the civil courts.

Pilots denied medical certification are sent instructions entitled "Information for Applicants Denied Airman Medical Certificates" which explain the way an appeal may be made.

Pilots may write directly to the Federal Air Surgeon, Office of Aviation Medicine, Aeromedical Certification Division, Aeronautical Center, Box 1082, Oklahoma City, and include supporting medical or other evidence in their favor.

Letters and evidence are considered by a Medical Review Board which is made up of a group of physicians from the staff of the Federal Air Surgeon. Considering the Review Board's recommendations, the Federal Air Surgeon may grant or reject an appeal application. He deals with questions of general medical conditions and is authorized to act on cases presented for review, except for cases in which disqualifications are mandatory under the Federal Aviation Act.

When a denial is confirmed by the Federal Air Surgeon, or when a pilot has a legally disqualifying defect, such as cardiovascular disease, diabetes or nervous disease, he can write directly to the Administor requesting an exemption from the appropriate FAR. The letter to the Administrator should briefly review the pilot's medical history, explain why he desires an exemption and state briefly his aviation activity.

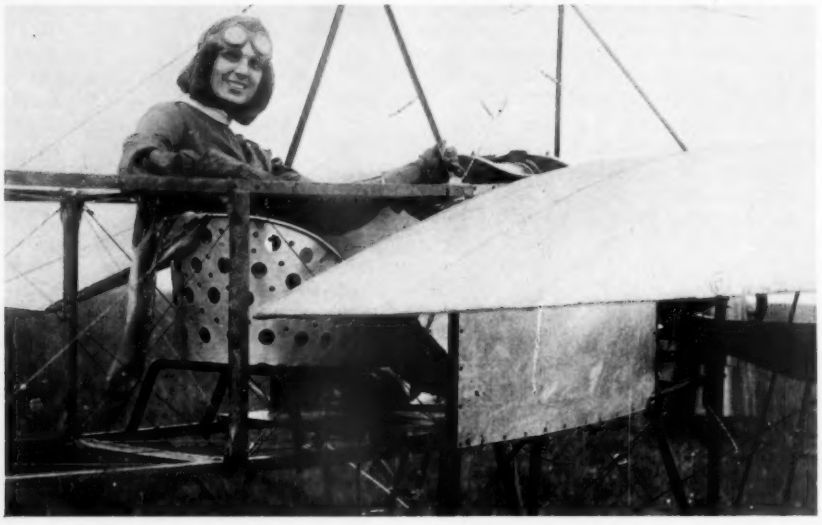
Under the Federal Aviation Act of 1958, the FAA Administrator has the authority to grant exemptions from the regulations (FAR Part 67, Medical Standards and Certificates) to pilot applicants who cannot legally meet the applicable standards, but who deserve consideration if it can be determined that the disqualifying condition would not constitute a hazard to aviation safety.

A Medical Advisory Panel (not to be confused with the Medical Review Board, mentioned above), composed of 10 private physicians from all parts of the nation and each a specialist in his branch of medicine, assists the Administrator in considering exemptions.

Panel members consider cases brought before them on their individual merits and advise the Administrator when an exemption is warranted. Panel members meet bimonthly in Washington, D. C., and consider if a pilot has recovered from a disqualifying defect, or whether some correction has been made. The board reviews the medical evidence submitted; it does not examine or interview applicants personally.

Since the panel was initiated in 1960, it reviewed 741 cases as of mid-December. During this period 216 exemptions have been granted and 526 denied.

MILESTONES IN AVIATION



One of America's first qualified woman pilots was Miss Harriet Quimby, above, a magazine drama critic from California, who received her license on Aug. 1, 1911, from the Aero Club of America. Although she tried to keep her flying lessons at Hempstead, Long Island, a secret, a forced landing caused by a broken aircraft strut led to her discovery by the press.

On April 16, 1912, she hit the headlines again when she became the first woman to fly solo across the English Channel. She spanned a fog-shrouded 22-mile expanse from Dover, England, to Hardelot, France, using a compass for the first time in her brief career. She borrowed a Bleriot 50-hp monoplane for the trip.

Miss Quimby envisioned a great future for women in aviation, but she was killed less than three months later in Boston when the plane she was flying hit a sudden gust of wind and nosed over into Dorchester Bay.

Another woman, Mrs. Bessica Raiche, was honored in 1910 as the "first woman aviator in America," but she never received a license.

(*Smithsonian Institution photo.*)

PILOTS OVERWHELMINGLY APPLAUD HALABY LETTER

Hundreds of the nation's pilots responded favorably to Administrator N. E. Halaby's warning letter that many "will die in private airplane accidents before the year is over" unless "positive action" is taken. (*FAA Aviation News*, December 1964.)

"If you are shocked by this brutal introduction," the letter said, "we will have been successful in calling your attention to an area where needless accidents are resulting in loss of lives."

A safety pamphlet, "12 Golden Rules," was enclosed with each letter and the Administrator asked the airmen to pass along ideas for greater flight safety.

While the response was not unanimous, favorable replies ran ahead of critical letters by a ratio of about 15-1. The bulk of the answers came from individual pilots, while a few were from organizations.

Excerpts follow:

I don't believe that rules for licensing pilots are nearly strict enough. I don't believe that any fixed base operator should have the final say-so on qualification for certificate.

J.O.A.
Urbana, Ill.

Make it mandatory for those obtaining a private pilot's license to have some instrument training. . . . Make it much more difficult for the private pilot to obtain a basic instrument card.

V.E.L.
Phoenix

I think your letter is in extreme bad taste and is certainly not warranted. . . . I am sure that as a salesman for private flying, you will not make many sales.

Initials withheld

Your . . . "Dear Fellow Airman" is one of the most direct actions for accident prevention it has been my pleasure to witness for many months. I have a hunch you may be on the receiving end of some unpleasant comments about it, but I want you to know that as far as we in the flight safety business are concerned, it really rings a bell.

Joseph D. Caldera
Maj. Gen., USAF (Ret.)
Flight Safety Foundation,
President

I think a letter of this type may shock some airmen into reality when it comes to flying in marginal weather. From all reports this is the largest killer of pilots. . . . Thanks for the tap on the shoulder.

A.M.
Kodiak, Alaska

If all private pilots could and would realize that the majority of fatalities in private aviation are caused by pilot error, it might become possible to practically eliminate these so-called accidents.

A.S.
Brooklyn

I have two suggestions . . . No. 1, Require flight plans for all flights where practical. . . . Suggestion 2, on the continuous weather broadcast please extend the area of coverage.

A.E.R.
Fort Lauderdale, Fla.

I would like to have 100 copies of . . . (the letter) so that I can send it to each of my aircraft insurance policyholders.

M.H.J.
St. Louis

All Violators of FARs Receive Equal Treatment

FAA's long-standing policy that all violators of FARs be treated the same was clarified recently at the request of FAA Administrator N. E. Halaby.

The duration of suspensions of flight privileges, including Air Transport Rating privileges, is the same for all violators of FARs regardless of whether they represent the FAA, an air carrier, an executive operator or some other segment of the aviation industry.

The Agency, in clarifying its policy for its own employees, has separated violators into two categories—those whose principal duty with the Agency is flying and those for whom flying is not essential for their normal duties.

FAA violators whose principal duty is flying can expect to be suspended from duty without pay for a period identical to the duration of their Air Transport Rating privilege suspension.

FAA pilots or pilots of private organizations whose duties are not essential to the performance of their normal duties are also subject to administrative discipline by their employer, as well as having their license suspended.

Quarterly Booklet Listing of All FAA Publications Now Available

A complete list of all FAA publications available from both the Superintendent of Documents and from the FAA is included in the pamphlet, *FAA Publications—November 1964*. Free copies of the booklet, which is issued quarterly, may be obtained by writing to the FAA, Publishing and Graphics Division, Attention: HQ-437, Washington, D. C., 20553.

All priced publications are available from the Superintendent of Documents, U. S. Government Printing Office (GPO), Washington, D. C., 20402. The items listed as "free" may be obtained from the FAA, Distribution Center, HQ-438, Washington, D. C., 20553.

Some of the latest publications are:

- *Flight Instructors' Handbook* (new), December 1964; GPO, 60¢.
- *Flight Instructor Practical Test Guide*, AC 61-14; GPO, 10¢
- *National Capital Airports*, Fiscal Year 1964; FAA, free.
- *Small Airports*, January 1959 (reprint); GPO, 20¢.
- *FAA Air Traffic Activity*, Fiscal Year 1964; GPO, $1.25.
- *FAA Statistical Handbook of Aviation*, 1964; GPO, 75¢.
- *General Aviation Aircraft Owners Survey—1962*, June 1964; FAA, free.
- *General Aviation Aircraft Radio Equipment—1962*, September 1964; FAA, free.
- *Airplane Flight Instructor Examination*, 1961; GPO, 60¢.

President Honors Vierling

Bernard J. Vierling, Director of FAA's Systems Maintenance Service, receives an Economy Achievement plaque from President Johnson as FAA Administrator N. E. Halaby looks on. Mr. Vierling saved the Federal Aviation Agency $8.1 million through new management methods.

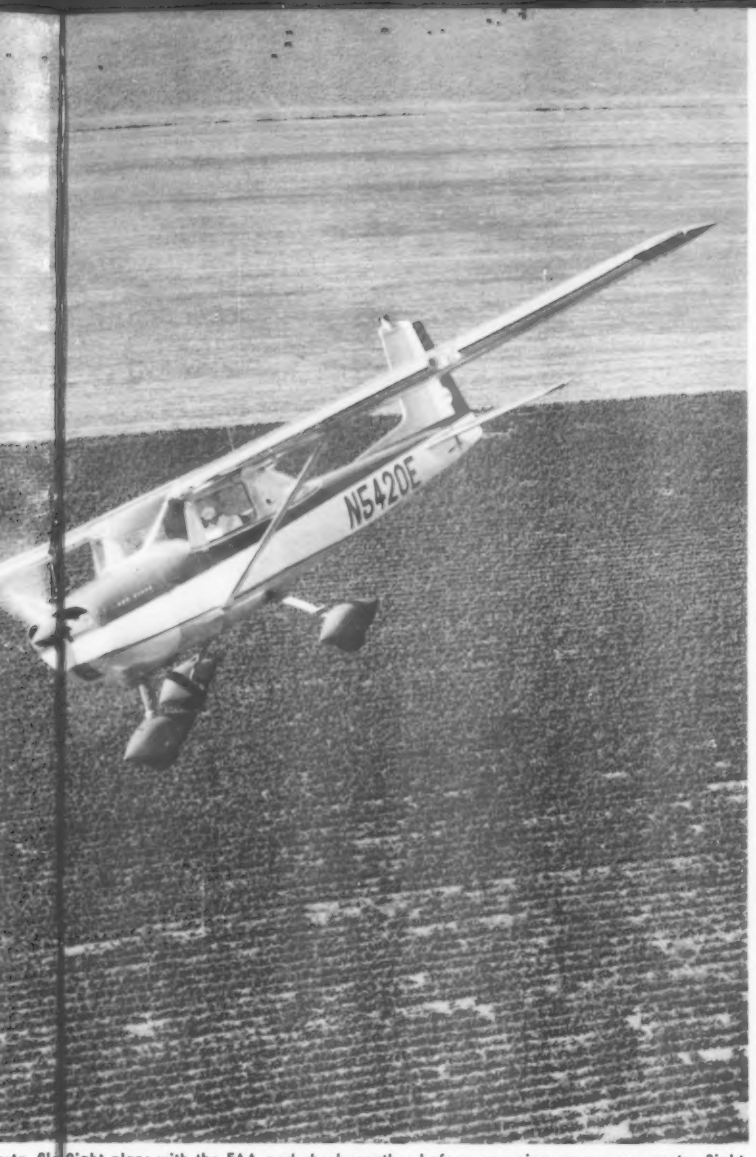
FAA HELPS ROBERTA LEARN TO FLY

Robert Wagner, an FAA air traffic controller with some 5,300 hours as a pilot, accepted an invitation to discuss radio navigation before a group of young pilots including Roberta Netzley.

Conscientious pilots, like Roberta, fil

While a beginning flyer often receives a student pilot certificate application from an FAA-designated flight examiner, FAA General Aviation District Office inspectors also distribute forms and are available for answering questions as Dale Ropp Jr., of the Cincinnati GADO, does here.

Roberta visits an FAA control tower and chats with Stanley J. Prince, one of the many men behind the voices she converses with as she flies in and out of Cox-Dayton Airport. Controller Prince has been flying for more than five years and holds a commercial and multi-engine rating.



erta, file flight plans with the FAA and check weather before engaging on a cross-country flight.

Dr. Gerald H. Dennis, a 28-year-old FAA Aviation Medical Examiner and a student pilot since last April, checks Roberta's pupil reflexes during the physical examination required by FAA before a person becomes a pilot.

FAA publications helped Roberta as she prepared for her written examination (front cover). She passed the exam the first time she took it.

Flying, anyone?

The Federal Aviation Act of 1958, which directs the Federal Aviation Agency "to encourage and foster the development of civil aeronautics," is carried out with special enthusiasm by FAAers when assisting a youngster who wants to become a pilot.

Roberta Netzley of Vandalia, Ohio, is a lively case in point. Starry-eyed about flying even before she soloed on her 16th birthday, she regards the private pilot's license she received on her 18th birthday not long ago as just one more necessary step on her way to the heights. Looking for new aviation worlds to conquer, Roberta intends to move ahead as rapidly as her time and purse permit to secure her commercial, instrument, multi-engine and instructor ratings.

While the FAA does not have the authority or facilities to teach flying directly to youngsters, or to oldsters for that matter, it does actively seek ways to provide assistance in any way it can.

The varied services provided by the FAA are pointed up

Roberta's 18th birthday—the day she took her private pilot examination including the flight check—was one of the greatest days in her life. The GADO inspector looks on as Roberta consults with the control tower.

"All this work for this little piece of paper," Roberta comments after she passed her flight check and received her temporary certificate on the spot. She later received her permanent license in the mail.

Knowing the value of a sound aircraft, Roberta joins Bernard Simpson, 59, an FAA-rated mechanic who also holds a commercial pilot rating, as he makes a routine inspection of one of the planes that Roberta plans to fly. Mr. Simpson has held an FAA inspection authorization since 1948.

Roberta had the somewhat uncommon good fortune to converse with an FAA facilities flight check pilot, William Meyers, who flies the FAA DC-3 "flying laboratory" that checks the accuracy of the navaids Roberta uses when she flies in the Ohio skies. Other aircraft check higher altitudes.

when Roberta recounted her brief flying career. Her experience indicates that many fledglings do not realize the ways in which the FAA provides assistance; in some cases even veteran pilots do not.

For example, the Agency often sends guest lecturers to private flying groups to discuss air traffic control, radio navigation and other related subjects. The speaker may come from the ranks of FAA controllers in towers and IFR rooms, as well as from flight service stations, General Aviation District Offices (GADOs) or other FAA facilities. More than 9,500 FAAers hold pilot licenses, which give them a special insight into the practical problems faced by pilots.

While conscientious pilots regularly use the FAA flight assistance service in their area for weather information and filing flight plans, many have not accepted FAA's long standing invitation to visit an FAA control tower to better understand the problems of the man on the other end of the microphone.

GADOs are available to the whole aviation community and GADO inspectors counsel both students and experienced pilots, in addition to conducting the flight checks required by regulations.

The Agency plays a role in other ways. Some 6,000 private physicians, for example, serve as FAA Aviation Medical Examiners to be sure that flyers have no physical limitations which might be hazardous to themselves and to others.

On the mechanical side, an FAA-certificated aviation mechanic's signature and number are required before an aircraft can take to the air after it has been repaired or has undergone a periodic inspection.

The modern pattern of flight could not exist without FAA's widespread system of navigation aids. FAA aircraft loaded with electronic testing equipment regularly check the accuracy of the navaids, and systems maintenance experts provide both preventive and emergency maintenance service.

As Roberta looks ahead to a lifetime of flying, she intends to rank with the best. And the FAA will be working hard to help her—and you—accomplish this goal.

SAFETY FIRST

Know Your Aircraft

". . . The airplane is not safe if abused, improperly maintained, or flown without regard to its limitations" (*Private Pilot's Handbook*).

When a new aircraft is first certificated as airworthy by the Federal Aviation Agency, the pilot can be assured that the aircraft has been manufactured under rigid specifications of design, materials, workmanship, construction and performance.

To maintain this level of safety, it is up to the pilot to keep the aircraft operating perfectly and to know the aircraft well enough to benefit from all the built-in safety factors.

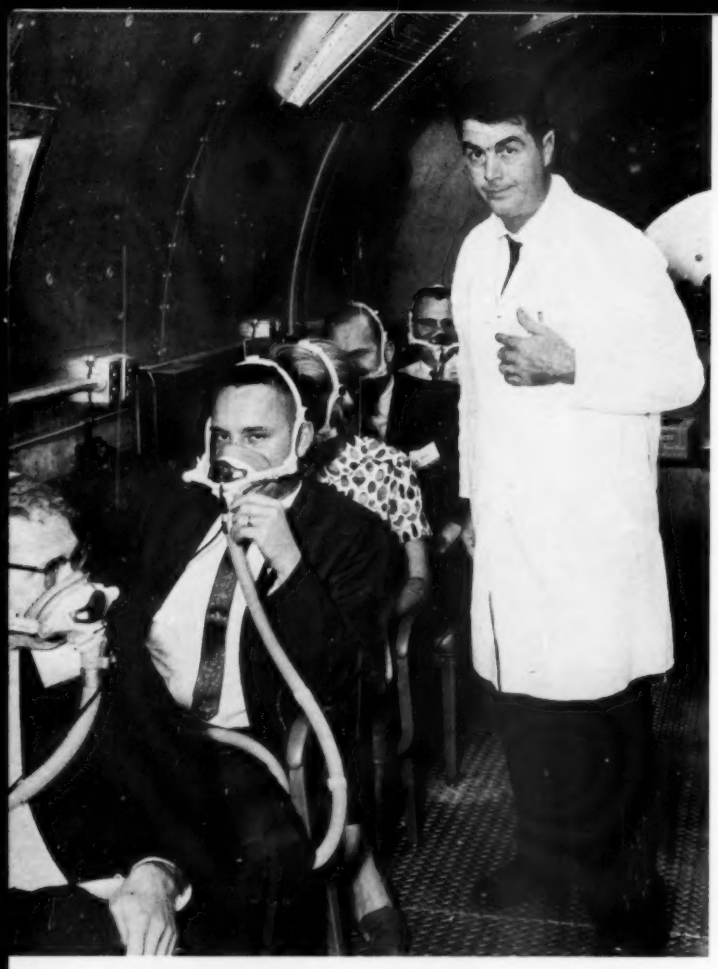
The complexity of modern aircraft demands a thorough familiarization checkout for pilots, and particularly for those who change from one aircraft type to another. Previous flying experience is not enough!

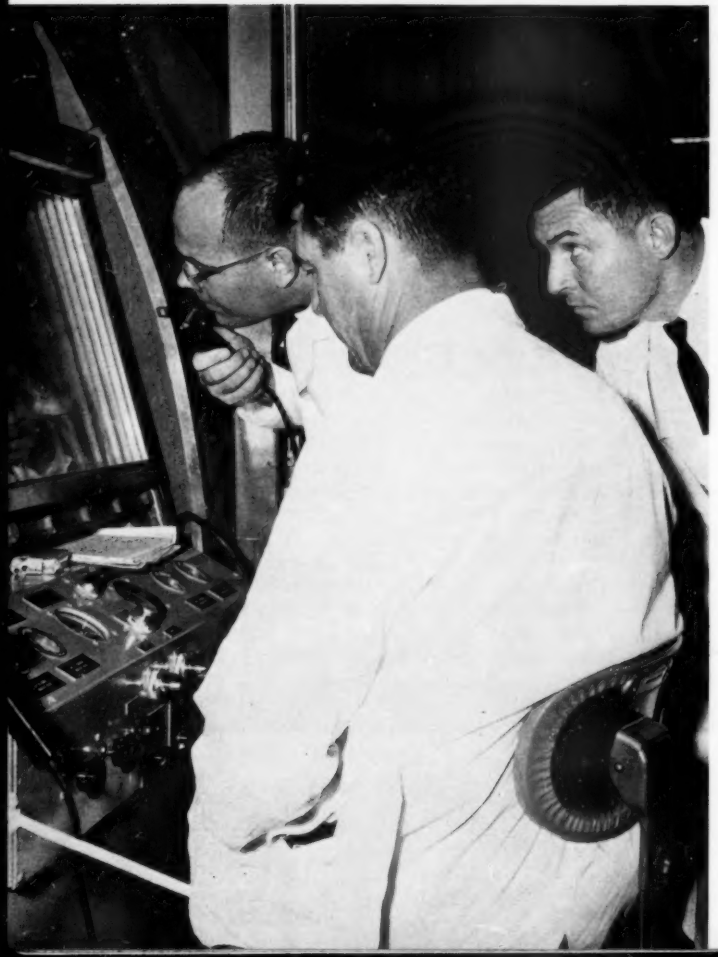
Full pilot proficiency in any aircraft requires, in addition to normal operation procedures and techniques, a complete understanding of such items as preflight inspection, weights, speeds, operating limitations and emergency procedures.

One method a pilot can use to know his aircraft is to adopt a series of good safe operating practices while checking out in a new type aircraft:

- Study the airplane flight manual and the owner's manual. If neither manual is available, as in the case of some older aircraft, seek all pertinent data applicable to the particular aircraft.
- Know the major components of the aircraft—the fuel, lubrication, hydraulic, electrical, control and brake systems.
- Understand the approved loading schedule, weight and balance information, and the performance characteristics associated with different loading conditions contained in the take-off, cruise and landing charts.
- Become familiar with emergency procedures, range vs. endurance, and altitude vs. horsepower capabilities.
- Study the control, instrument and radio positions, so they can be located instantaneously, even with your eyes closed, when going through your checklist.
- Take a check ride with a qualified check pilot and heed his recommendations regarding your techniques, procedures and ability.
- Practice stalls and slow-flight in various configurations, gear and flaps up and down, and flaps at various intermediate settings.
- Memorize the significant speeds recommended by the aircraft manufacturer, including best rate-of-climb speed, best angle-of-climb speed, stall speeds in different configurations and minimum control speed (multi-engine aircraft).
- Know how to use the density altitude chart and the associated performance characteristics of your aircraft.
- Practice landings at various airports during your checkout with partial loads and at full gross weight.

Following these recommendations will help you accomplish a safe and effective checkout and transition to a new or unfamiliar aircraft. Do it safely. Know your aircraft!





HIGH ALTITUDE ENVIRONMENT PROBLEMS STUDIED BY GENERAL AVIATION

Once the exclusive domain of military and airline pilots, the higher altitudes are now used by general aviation pilots who fly in the new high performance and pressurized aircraft.

With the lifting of flight altitude limitations, the general aviation pilot—for his own safety—must become acquainted with the new, high altitude environment.

To help this need, a specialized physiological training course is now offered to civilian and commercial pilots by the FAA in its Southwest Region, which includes Texas, Oklahoma, Arkansas, New Mexico and Louisiana.

Twenty pilots, including three women, took the initial two-day course last fall at FAA's Civil Aeromedical Research Institute at Oklahoma City.

Lectures cover such topics as the environment of the flyer; the physiology of respiration and circulation systems of the pilot; the effects of altitude change on the ears, sinuses and body cavities; physiological effects of pressurization and decompression; principles of oxygen systems and their proper use; effect of drugs and alcohol, and vertigo, including ways to minimize its effect.

One of the highlights of the course is the high altitude low pressure chamber where pilots have an opportunity to experience "flight" into the atmosphere without leaving the ground.

Pilots undergo an initial ascent to 5,000 feet, followed by a descent to 1,000 feet to determine whether they are able to clear their middle ear properly. A pilot suffering from ear trouble might experience severe pain if permitted to continue to high altitudes.

Pilots are then taken to 29,000 feet with oxygen masks. They are allowed to remove their masks for a short period to experience the effects of the lack of oxygen—hypoxia—including blurring of vision, loss of coordination and a false sense of well-being. Simple chores prove difficult to perform—tying shoe laces, working simple arithmetic problems, and the like.

No person is permitted to remove his oxygen mask for more than three minutes at altitudes over 20,000 feet.

The physiological training courses continue this month at Laredo AFB in Texas and at FAA's Civil Aeromedical Research Institute in Oklahoma City.

Courses will also be offered at a later date to general aviation pilots by the FAA's Southwest Region. Pilots who wish to attend may contact Dr. Harry L. Gibbons, Regional Flight Surgeon, Southwest Region Headquarters, P. O. Box 1689, Fort Worth, 76101, or Capt. George E. Pendergrass, Physiological Support Service (AM-123), Aeronautical Center, P. O. Box 1082, Oklahoma City, 73101. A current class III medical certificate is required.

Letters

FAA

FAA Aviation News welcomes comments from the aviation community. We will reserve this page for an exchange of views. No anonymous letters will be used, but names will be withheld on request.

● Hot-Air Ballooning

What Federal Aviation Regulations govern the sport of hot-air ballooning? What other sources of information are available?

B.G.C.
Memphis

Three FARs relate to ballooning in particular. They are FAR Part 31, "Airworthiness Requirements: Manned Free Balloons;" FAR Part 61, "Certification: Pilots and Flight Instructors;" and FAR Part 91, "General Operating and Flight Rules."

Other possible sources of information regarding ballooning are Raven Industries, Sioux Falls, S. D.; the Wingfoot Lighter-Than-Air Society, 1210 Massillon Road, Akron 15, Ohio, and the Free Balloon Pilot's Society, 333 Southgate Drive, Northbrook, Ill.

Also, any FAA General Aviation District Office would be pleased to assist you, should you require additional information. The phone number in Memphis is 398-2353.

● Multi-engine Class Rating

As a holder of a commercial pilot certificate, I would like to know what the prerequisites are for a multi-engine rating so that I may fly a twin Beech.

L.F.
Los Angeles

FAR Part 61, Section 61.17 (f), which pertains to additional class ratings, indicates that a pilot must: "(1) Have made at least five take-offs and landings in an aircraft of the class for which he seeks a rating, in solo flight or as the only manipulator of the controls accompanied by a pilot rated to carry passengers in that aircraft, or, for an aircraft that requires more than one pilot, as pilot-in-command or as second-in-command while the instructor or check pilot performed the duties of a second-in-command; and (2) pass an appropriate flight test."

You should contact an FAA supervising inspector at a General Aviation District Office to arrange for this flight test.

● Aliens Can't Own Planes

Title 49, Section 1401 (a) of the U. S. Code provides that it is unlawful for any person to operate any aircraft eligible for registration if such aircraft is not registered by its owner.

Under Section 1401 (b), an aircraft, in order to be eligible for registration, has to be owned by a citizen of the United States.

From this am I right to conclude that it is not possible for an alien living in the United States and holding a United States private pilot license to own and operate an airplane of U. S. nationality?

Reader

Existing law, Section 510 (b) (1) of the Federal Aviation Act, makes eligible for U. S. registration only an aircraft "owned by a citizen of the United States." There is no provision in the law which makes an exception in favor of resident aliens—not even those who intend to become citizens of the United States. For this purpose it does not make any difference whether or not an alien holds a United States pilot certificate.

● Gyrocopter Licenses

What type of FAA license is required to operate an aircraft of the same category as the Benson gyrocopter? How does one obtain such a license?

F. S.
Bellerose, N. Y.

A Benson gyrocopter is classified as an aircraft in the gyroplane class of the rotorcraft category. Rules governing pilot certification are found in FAR Part 61 which includes the requirements necessary for the issuance of the type of certificate you desire.

Two FAA publications which may be very helpful to anyone interested in gyrocopters are: Advisory Circular No. 20-27, "Certification and Operation of Amateur Built Aircraft," and Advisory Circular 20-28, "Nationally Advertised Aircraft Construction Kits." Both may be obtained free by writing to the FAA, Distribution Section, Attention: HQ-438, 800 Independence Avenue, S.W., Washington, D. C., 20553.

● Aviation Publications

Please advise me as to where I may procure a publication entitled *The Aviation Psychology Manual for Flight Instructors.*

D. C. N.
Shrewsbury, England

The Aviation Psychology Manual for Flight Instructors *is presently in draft form. For further information, write: National Safety Council, 425 N. Michigan Avenue, Chicago, 60611, Attention: Harold J. Holmes.*

● Kudos on Navigation Series

As a guy who within the last 18 months has sprouted a pair of rather unstable wings as a student pilot, I've been reading aviation magazines, including your *FAA Aviation News.*

I thought you would like to know that the series you produced on the E6B computer (both sides), dead reckoning, pilotage, chart reading, etc., was real good and gave me a big advantage over the rest of the guys in my ground school.

Because of this, I look forward to perusing the magazine every chance I get, which isn't enough, because it isn't published weekly.

Keep up the good work.

A. L.
Detroit

Thank you. The navigation series drew considerable attention from our readers.

● Commercial Pilot Certification

I acquired more than 750 hours in rotary wing aircraft, including both cargo and observation types, while serving on active duty with the U. S. Army. Since my release from active duty in May 1964, I have decided to seek commercial pilot certification. Does a former military pilot require a flight test to obtain his certificate? What other requirements must he meet? Where can I take the necessary written examinations?

J.L.H.
Gaffney, S. C.

Section 61.31 of the Federal Aviation Regulations *spells out the requirements for securing commercial pilot certification. An honorably discharged or released military pilot who was on solo flying status as a rated pilot (or the equivalent) may have a commercial pilot certificate with appropriate rating, without a flight test, if he passes the required written test. However, he must first present satisfactory evidence that he has had, within 12 months before the date he applies, at least 10 hours as pilot-in-command in military aircraft of a category, class or type for which he seeks a rating.*

The written examination may be taken Monday through Friday during regular office hours at any FAA General Aviation District Office. The office nearest Gaffney, S. C., is in the FAA Building, Municipal Airport, Charlotte, N. C.

● Silver Eagles Anyone?

I'm a subscriber to *FAA Aviation News* and I've noted from the "Letters" page that readers are helped from time to time.

I would like to know if any of your readers know of an organization called the "Silver Eagles" that invites membership from the ranks of those who have been flying 25 years or more. I would appreciate learning where I might write for details.

William G. Larrabee
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Central Square, N. Y., 13036

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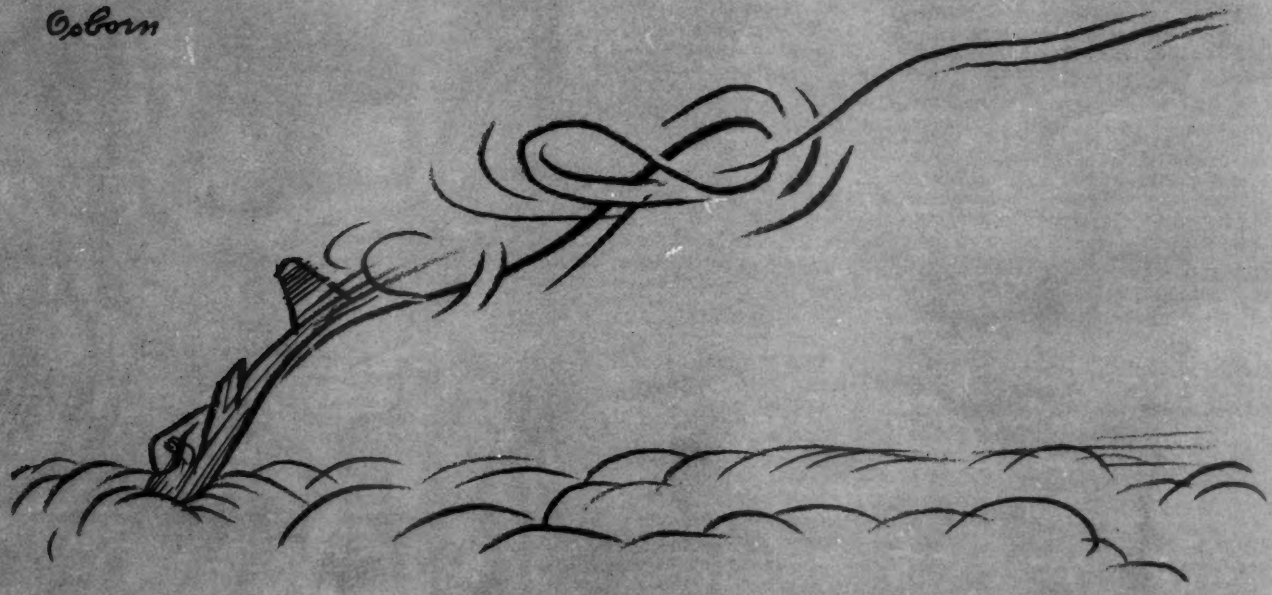

Wise old birds use oxygen.